



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

RECONNECTING **THE** WORLD

Special Handling of Humanitarian Flights

—
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Special Handling of humanitarian flights

ICAO and the Chicago Convention

ICAO Organization and Structure

Established by the “Chicago Convention” in 1944

UN specialized agency

193 Member States

Standards, policies & guidance



❑ ICAO Standards and Recommended Practices (SARPs)

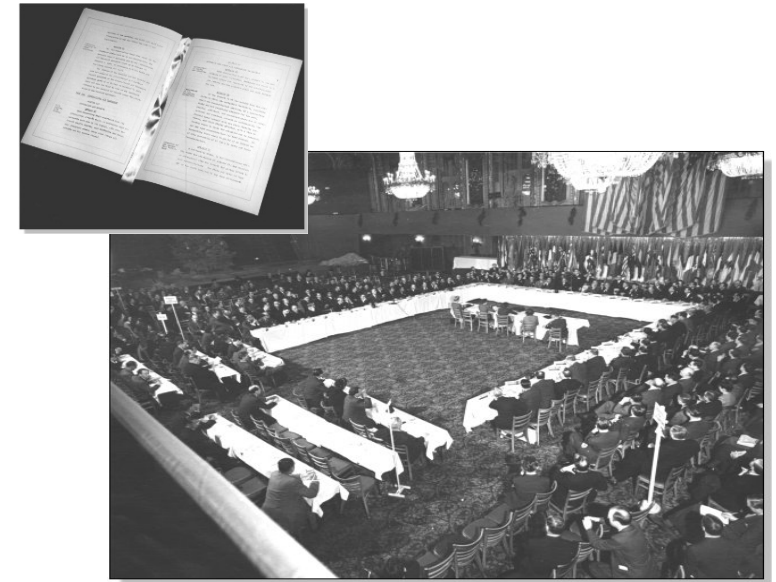
- ✓ Harmonized and standardized global norms for civil aviation
- ✓ More than 12,000 SARPs under 19 Annexes to the Chicago Convention
- ✓ **Relevant SARPS for handling of humanitarian flights are included in Annex 9, Annex 11 and Annex 14**
- ✓ Structured, transparent and multi-stage process to develop

❑ ICAO governing bodies:

- ✓ ICAO Council and ICAO Secretariat

Chicago Convention

- **Convention on International Civil Aviation**
 - Drafted in 1944 by 54 nations, in Chicago (Doc 7300);
 - Led to the creation of ICAO (4 April, 1947);
 - Established core principles permitting international travel by air;



Article 44 (Objectives)

“The aims and objectives of the Organization are . . . to foster the planning and development of international air transport so as to: . . . meet the needs of the peoples of the world for safe, regular, efficient and economical air transport.”

Special Handling of humanitarian flights

ICAO Annex 9, Facilitation

Chicago Convention

MANDATE — FACILITATION PROGRAMME

Article 10: Landing at customs airport

Article 11: Applicability of air regulations

Article 13: Entry and clearance regulations

Article 14: Prevention of spread of disease

Article 22: Facilitation of formalities

Article 23: Customs and immigration procedures

Article 24: Customs duty

Article 29: Documents carried in aircraft

Article 35: Cargo restrictions

Article 37: Adoption of international standards and procedures

Article 38: Departure from international standards and procedures

- Policy and regulatory

- ## – Annex 9 – *Facilitation*

- Facilitation Manual (Doc 9957)

- Guidelines for PNR Data (Doc 9944)

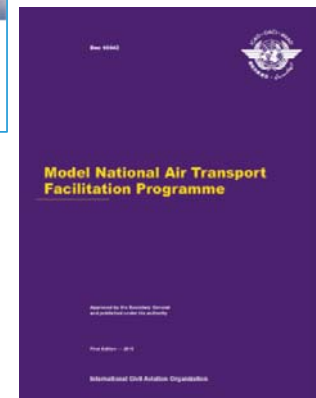
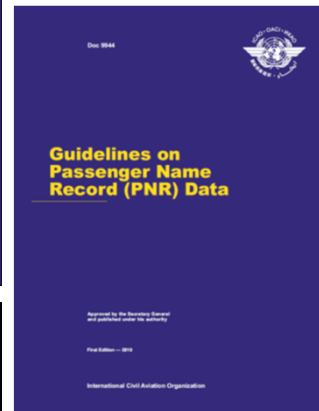
- Model NATFP (Doc 10042)

- Machine Readable Travel Documents (Doc 9303)

- Support for governing/advisory bodies

- Assembly, Council and Air Transport Committee

- Facilitation Panel



Annex 9, Structure

amendment 29, applicable since 18 November 2022

CHAPTERS:

Chapter 1: Definitions and general principles

Chapter 2: Entry and Departure of Aircraft

Chapter 3: Entry and Departure of Persons and their Baggage

Chapter 4: Entry and Departure of Cargo and other articles

Chapter 5: Inadmissible persons and deportees

Chapter 6: International airports – facilities and services for traffic

Chapter 7: Landing elsewhere than an international airport

Chapter 8: Facilitation provisions covering specific subjects

Chapter 9: Passenger Data exchange systems

Chapter 10: health- related provisions



Chapter 8

Facilitation provisions covering specific subjects

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PART C- Relief flights and repatriation flights

Standard 8.8 : Contracting States shall **facilitate the entry into, departure from and transit through their territories** of aircraft **engaged in relief flights** performed by or on behalf of international organizations recognized by the United Nations or by or on behalf of States themselves and shall take all possible measures to ensure their safe operation.

Such relief flights are those undertaken **in response to natural and human-caused disasters which seriously endanger human health or the environment, as well as similar emergency situations where United Nations assistance is required.** Such flights shall be commenced as quickly as possible after obtaining agreement with the recipient State.



Chapter 8

Facilitation provisions covering specific subjects

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PART C- Relief flights and repatriation flights

Note 1.— According to its Internationally Agreed Glossary of **Basic Terms Related to Disaster Management**, the United Nations Department of Humanitarian Affairs considers **an emergency** to be “a sudden and usually unforeseen event that calls for immediate measures to minimize its adverse consequences”, and **a disaster** to be “a serious disruption of the functioning of society, causing widespread human, material or environmental losses which exceed the ability of the affected society to cope using only its own resources”.

Note 2.— With respect to **the application of measures** to ensure the safe operation of relief flights, **attention is drawn to Annex 11** — Air Traffic Services, the Manual Concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations (Doc 9554) and the Manual concerning Interception of Civil Aircraft (Doc 9433).



Chapter 8

Facilitation provisions covering specific subjects

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PART C- Relief flights and repatriation flights

Standard 8.9: Contracting States shall ensure that **personnel and carry-on baggage, hold baggage, cargo and other goods arriving on relief flights referred to in 8.8 are cleared without delay.**



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Special Handling of humanitarian flights

Air Traffic Management (ATM) Perspective

ICAO Flight Plan

PANS-ATM (DOC 4444)

Flight Plan ITEM 18: OTHER INFORMATION

☐ **STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:**

- ALTRV: for a flight operated in accordance with an altitude reservation;
- ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
- FFR: fire-fighting;
- FLTCK: flight check for calibration of nav aids;
- HAZMAT: for a flight carrying hazardous material;
- HEAD: a flight with Head of State status;
- HOSP: for a medical flight declared by medical authorities;
- **HUM: for a flight operating on a humanitarian mission;**
- MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;
- MEDEVAC: for a life critical medical emergency evacuation;
- NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;
- SAR: for a flight engaged in a search and rescue mission; and
- STATE: for a flight engaged in military, customs or police services.

Example:
STS/HUM



Air Traffic Flow Management (ATFM)

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- States may exempt special flights (e.g. humanitarian flights) from provisions and restrictions set under air traffic flow management (ATFM).
- In most States, these exemptions are not automatic through filing STS/HUM in the flight plans; and the exemption is normally granted through documented processes and/or requesting approval.
- National provisions related to flight planning and ATFM procedures is provided in the States' AIPs (Aeronautical Information Publication), under the following sections:
 - o ENR 1.9 (Air Traffic Flow Management)
 - o ENR 1.10 (Flight Planning)



Flight Information Messages

PANS-ATM (DOC 4444)

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11.1.4.2 When justified by the requirement for special handling, messages transmitted via the AFTN should be assigned the Priority Indicator DD in place of the normal Priority Indicator.



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ATM Contingency Planning

Annex 11 (*Air Traffic Services*)

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Attachment C: Material related to Contingency Planning

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1.3 The guidelines have been developed in recognition of the fact that circumstances before and during events causing disruptions of services to international civil aviation vary widely and that contingency measures, including access to designated aerodromes for humanitarian reasons, in response to specific events and circumstances must be adapted to these circumstances. They set forth the allocation of responsibility among States and ICAO for the conduct of contingency planning and the measures to be taken into consideration in developing, applying and terminating the application of such plans.



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Special Handling of humanitarian flights

ICAO Annex 14, Aerodromes V1

Aerodrome emergency planning

A couple of relevant ICAO SARPs

9.1.1 An aerodrome emergency plan shall be established at an aerodrome, commensurate with the aircraft operations and other activities conducted at the aerodrome.

9.1.2 The aerodrome emergency plan shall provide for the **coordination of the actions** to be taken in an emergency occurring at an aerodrome or in its vicinity.

*Note 1. — Examples of emergencies are: aircraft emergencies, sabotage including bomb threats, unlawfully seized aircraft, dangerous goods occurrences, building fires, **natural disaster** and public health emergencies.*

Note 2. — Examples of public health emergencies are increased risk of travelers or cargo spreading a serious communicable disease internationally through air transport and severe outbreak of a communicable disease potentially affecting a large proportion of aerodrome staff.

Aerodrome emergency planning

9.1.3 The plan shall **coordinate the response or participation of all existing agencies** which, in the opinion of the appropriate authority, could be of assistance in responding to an emergency.

Note 1.— Examples of agencies are:

— **on the aerodrome:** *air traffic control units, rescue and firefighting services, aerodrome administration, medical and ambulance services, aircraft operators, security services, and police;*

— **off the aerodrome:** *fire departments, police, health authorities (including medical, ambulance, hospital and public health services), military, and harbour patrol or coast guard.*

Aerodrome emergency planning

Emergency operations centre and command post

9.1.7 Recommendation.— A fixed emergency operations centre and a mobile command post should be available for use during an emergency.

9.1.8 Recommendation.— The emergency operations centre should be a part of the aerodrome facilities and should be responsible for the overall coordination and general direction of the response to an emergency.

9.1.9 Recommendation.— The command post should be a facility capable of being moved rapidly to the site of an emergency, when required, and should undertake the local coordination of those agencies responding to the emergency.

9.1.10 Recommendation.— A person should be assigned to assume control of the emergency operations centre and, when appropriate, another person the command post.

Aerodrome emergency planning

Communication system

9.1.11 Recommendation.— Adequate communication systems linking the command post and the emergency operations centre with each other and with the participating agencies should be provided in accordance with the plan and consistent with the particular requirements of the aerodrome.

Aerodrome emergency planning

Aerodrome emergency exercise

9.1.13 The plan shall be tested by conducting:

a) a full-scale aerodrome emergency exercise at intervals not exceeding two years and partial emergency exercises in the intervening year to ensure that any deficiencies found during the full-scale aerodrome emergency exercise have been corrected; or

b) a series of modular tests commencing in the first year and concluding in a full-scale aerodrome emergency exercise at intervals not exceeding three years;

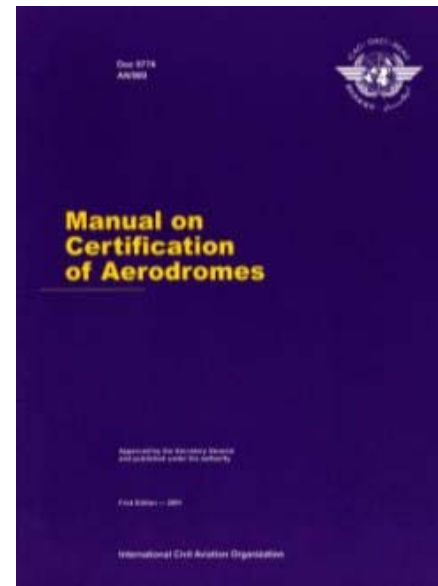
and reviewed thereafter, or after an actual emergency, so as to correct any deficiency found during such exercises or actual emergency.

Aerodrome emergency planning

Guidance Material



ICAO Airport
Emergency Planning Manual



Manual on Certification
of Aerodromes

Key messages

Relief flights / Humanitarian flights are defined in ICAO Annex 9. Contracting States are invited/reminded to facilitate such flights in all stages (entry , departure , transit) and to promote respective knowledge of all entities involved. Details need to be put in national legislation keeping in mind the facilitation / priority aspect for such flights.

States are invited to review their ATFM and flight planning procedures in AIP and ensure that humanitarian flights are well identified for special handling by air traffic services and the procedures for humanitarian flights to request such special handling are clearly established.

Effective communication plans, collaboration and coordination as well as improved preparedness of all involved stakeholders including States (aerodrome authorities, ANSPs, Airlines,...), national, regional and international organizations/entities/agencies are instrumental to the proper handling of humanitarian flights.



Thank You